

Feb 7
Halibut Sale.
The fare of sch. Cavalier sold to the American Halibut Co., at 11 cents per pound for white and 7 1-4 cents per pound for gray.

Feb. 8
DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. T. M. Nicholson, Bay of Islands, N. F., 900 bbls. frozen herring, 350 bbls. salt herring.
Sch. Monitor, Green Bank, 6000 lbs. salt cod, 30,000 lbs. halibut.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt trawl Georges codfish, \$5 for large, 4.00 for medium.

Salt hake, \$1.25.

Salt haddock, \$1.75.

Salt cusk, \$2.50.

Salt trawl bank codfish, \$4.50 for large, \$3.50 for medium, \$2.50 for snappers.

Newfoundland salt herring, in bulk, \$4.50 per bbl.

Newfoundland salt herring, barrelled, \$5.75 per bbl.

Newfoundland frozen herring for bait, \$3.00 per cwt.

Shore frozen herring, for bait, \$2.50 per cwt.

Fresh halibut, 11 cents per lb. for white and 7 1-4 cents for gray.

Splitting prices of fresh fish, large cod, \$2.25 medium cod, \$1.37 1-2; haddock, 90 cts; hake, 85 cts; cusk, \$1.40; pollock, 65 cts.

Boston.

Sch. Ellen C. Burke, 73,000 haddock, 2000 cod, 1500 haddock.

Sch. Tartar, 85,000 haddock, 2000 cod.

Sch. Hope, 5000 haddock, 1000 cod, 2000 hake.

Sch. Thomas A. Cromwell, 75,000 haddock, 2000 cod.

Haddock, \$1 to \$2; large cod, \$5.50; market cod, \$2.60; hake, \$1 to \$3.50.

Fishing Fleet Movements.

Sch. Annie M. Parker was at Sherburne, N. S., on Monday.

Sch. J. J. Flaherty, which has completed the discharge of frozen herring at New York, will load coal today for this port.

Sch. A. C. Gifford went to Boston yesterday with her cargo of Maine coast frozen herring.

Herring Notes.

Sch. T. M. Nicholson arrived at this port this morning from Bay of Islands with 900 barrels of frozen herring and 350 barrels of salt herring.

As far as known three cargoes yet remain to arrive, schs. M. B. Stetson, British sch. Werra and another English craft.

SAILED TODAY.

Sch. Judique First of Salt Bankers To Go This Season.

Sch. Judique, Capt. John Glinn, sailed today on a salt bank trip, with a big frozen baiting. The schooner is the first of the salt bank fleet to get away this season. Last year the first vessels of the fleet got away the last day of January.

Fine Stock.

Sch. Corona, Capt. Gustaf Peterson, stocked \$3732.57 as the result of her recent halibut trip, the crew sharing \$87.51.

Feb. 8
DAMAGE CAUSED BY DOGFISH PEST.

Fish and Game Commission Make Important Report.

SAY EXTERMINATION IS IMPRACTICABLE IF NOT IMPOSSIBLE.

Matter of Sufficient Importance To Warrant International Commission.

Points in the commissions' report:

It is properly a subject of national consideration.

Extermination is impracticable, even if not impossible.

Conditions must be developed which should make it for the pecuniary interest of the fishermen to market every dogfish which can be caught.

The facts indicate that the dogfish as a species is actually increasing in numbers.

From personal experience we can give testimony to its satisfactory taste, lack of odor or "strength," and its consistency when cooked or canned.

Its freedom from bone make it especially safe as a food for children or for aged persons.

A union of efforts along similar lines will be most advantageous.

Similar conditions obtain in Newfoundland, Canada and Great Britain and are of sufficient importance to warrant an international commission, which may determine upon a concert of effort to control this economic plague.

The report of the Massachusetts Fish and Game Commission upon the damage done by dogfish to the fisheries of Massachusetts is made public today. The report covers 75

pages, and is an able document, giving evidence of much care and labor in securing the facts and evidence presented. The report is very timely and deals with the subject in a very serious manner. It is the most complete and exhaustive report on this important subject that has appeared in print, and should be read with a great deal of interest. Many suggestions are made for checking the incursions of the dogfish, and interviews with 584 skippers and trap, weir and boat fishermen along the coast form an interesting part of the work.

The report was made possible by a resolve introduced into the legislature last year by Representative E. C. McIntire of this city, authorizing the collection of statistics in regard to damage caused to food fish by dogfish and other predatory fish and allowing \$2000 for the work, to be expended under the direction of the Massachusetts Fish and Game Commission.

Mr. McIntire, who has been the most prominent figure in and "father" of the dogfish legislation, has made a thorough study of the question of dogfish destruction and has been assisting the commission in its work of collecting data for the report.

Below we give extracts from the report, which we know will be of interest to TIMES readers. We consider the report so important

that we shall from time to time publish other extracts from the same, believing that every person interested in the fisheries should see what the commissioners have to say to the important subject of checking the incursions and ravages of dogfish.

The aim of the present investigation has been to arrive at accurate and judicial statements of actual, definite damage caused directly by dogfish. We have endeavored to take a wider range of view than that of the men whose property is almost daily destroyed, and whose hard-earned income is curtailed, by the ravages of the dogfish.

Only passing references are here made to the serious indirect damage, such, for example, as the effect of dogfish in driving schools of bait fishes from our shores, and thus through the scarcity of fresh bait causing loss of time to the fishing vessels and crews. In a similar way there is some evidence that dogfish drive out of our bays and from our shores into deep water schools of herring, mackerel and other valuable fish, and thus may seriously affect our fishing interests. Of the verity of such conditions, however, there exists a very strong probability, yet it is not susceptible of actual and absolutely satisfactory proof.

The question is a broad one, and passes beyond the limits of state or nation. The dogfish plague is now upon the fisheries of both sides of the North Atlantic, very seriously involving, in addition to the fisheries of Massachusetts and of the other New England and Middle Atlantic States, those of the Maritime Provinces of Canada, of Newfoundland, of

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THE HALIBUT FISHERY.

Indications of Revival of This Important Business.

FAIR SIZED FLEET NOW GOING.

Better Catches and Good Price Encourage Owners and Men.

Is the fresh halibut fishery coming back to Gloucester in the same magnitude it was several years ago? This is the question which many of the vessel owners and fishermen are asking themselves just at present, and the majority are inclined to answer in the affirmative. By this they do not mean that the business will be as it was a long, long time ago, but hope that it may be as it was six or seven years ago, when some 30 or so vessels were engaged in it and found it one of the most profitable branches of the fishing business.

About five or six years ago, the halibut catchers landed about 6,000,000 pounds yearly. From that date, however, the industry began to decline, and in 1904 a little less than 2,000,000 pounds was landed and the fleet was numerically but a remnant of the splendid squadron that only a few years before sailed to Quero, Grand and Bacallou Banks.

Last year this branch of the industry began to pick up and quite a number of good trips were made. Indeed, several of the vessels engaged in straight fresh halibuting made very nice year's work. Many of the skippers last summer and fall said openly that they believed that halibuting would at no distant time, be as good as it used to be some six years ago. They based their statements on the fact that although greatly bothered by unusually bad weather, they generally found good fishing whenever there was a chance to get a set.

They also said that the fish seemed to be in schools of some size as they used to be, and they believed that the main necessity was a fleet large enough to locate the fish on whatever grounds they happened to be, and thus

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give a chance by speaking each other or hearing from each other to keep some run of the fish. This seemed to be good logic and being advanced as it was by some of the smartest skippers of the halibut fleet and backed up by nice trips secured despite the adverse weather conditions was generally accepted.

These men pointed out that the small fleet only some six or seven vessels, gave them little chance of keeping run of the fish or each other. One might be on Grand Bank, another on Quero or the Gully or on Green Bank, and one be on good fishing while the rest were doing nothing and still working hard to get a trip. They said that when a vessel came in and took out her trip and was ready to sail, there was no news of what was the prospect on this or that bank, whereas if there was a good sized fleet, some would be all the time in touch with some of the others and when a vessel started out on her trip her skipper would know something about where the vessels were and what the prospects were and would thus be able to figure near where the fleet or the fishing was. They contended that, like the mackerel fishery, it needed a good-sized fleet to find and keep run of the fish.

So while the increase in the halibut catch of 1905 over 1904 was not remarkable, still it was noticeable and cheering, and induced several more vessels to engage in this branch of fishing. This winter, or last month rather, several more fitted out for fresh halibuting, until now at least 16 vessels are engaged in straight bank halibuting, the vessels and their skippers being as follows:

Sch. Tacoma, Capt. Adelbert Nickerson.
Sch. Monitor, Capt. James McShara.
Sch. Paragon, Capt. William Hermon.
Sch. Squanto, Capt. Daniel McDonald.
Sch. Cavalier, Capt. Robert B. Porper.
Sch. Kineo, Capt. John G. Stream.
Sch. Admiral Dewey, Capt. James F. Bowie.
Sch. Massachusetts, Capt. John J. Carroll.
Sch. Smuggler, Capt. Joseph V. Bonia.
Sch. Corona, Capt. Gustaf Peterson.
Sch. Margaret, Capt. Samuel Colson.
Sch. Niagara, Capt. August Swinson.
Sch. Agnes, Capt. James H. Goodwin.
Sch. Theodore Roosevelt, Capt. James W. McHenry.

Sch. Golden-Rod, Capt. Norman Ross.
Sch. Atalanta, Capt. Richard Wadding.

This list comprises some of the finest vessels of the fleet and the skippers, every one are men who have made their mark in the fresh halibut fishery.

In addition to this fleet, what is termed the Georges halibut fleet will be fitting away before long and these will increase the halibut fleet to about 26 sail.

Among the crafts that will go later in the Georges halibut fishery are schs. Wa'do L. Stream, Lella E. Norwood, Jennie B. Hodgdon, Lorna Doone, Braganza, Eglantine, Volant, and possibly one from D. B. Smith & Co., one from Fred L. Davis' and another from John Pew & Son.

Five or six years ago, it was nothing uncommon for an incoming halibuter to report a fleet of from six to eight up to 18 halibuters, fishing on Quero Bank. A year ago it was not uncommon, indeed it was rather more common, for a halibuter just home from the banks to report not having seen another of her kind during the whole trip. This winter it is different and about every vessel that arrives is able to report two or three or four "freshers" as having been seen.

The winter thus far has been a fairly successful one as far as fresh halibuting is concerned. Good trips as a rule have been in order and the price also has been good. The fleet, it must be admitted, has been greatly helped by the good weather, but this does not wholly account for the increased catch. The price has been helped by an increase in the demand for eastern fish, also the fact that the Pacific catch has shown a falling off and also because the western halibut steamers do not make as quick trips as formerly, now having to go 800 miles to the fishing grounds.

The best evidence of faith in the rejuvenation of the fresh halibut fishery is the action of vessel owners in putting more fine vessels into it and also the securing, with no trouble, of crews of the finest kind of fishermen to man these crafts, showing that the men, as well as the owners, believe that things look much brighter than for years in the fresh halibut fishery and that there is a better chance to earn some good dollars.

It is not to be expected that in one year the fishery will be brought back to where it was six years ago, but it does seem, from the present outlook, that the slight gain made in 1905 will be bettered by the 1906 showing. In the familiar words of a well known vessel owner, "Let us hope so."

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Great Britain and Ireland, and of the other countries which fish in the North Atlantic Ocean, and the North Sea and its bays.

It is properly a subject for national consideration, for the reason that it is the general public—including the consumers, as well as the fishermen, dealers and distributors—which ultimately receives the benefit of the food fisheries, and it is this entire general public which suffers from any conditions which tend to diminish the proper and normal yield of the fisheries, and to enhance the price of fish in the markets of the interior cities and towns, where marine fish, either fresh or salted, cured or otherwise prepared, are bought.

The people of the United States have drawn millions of wealth from the sea. There should be willingness to devote a small proportion of this to provide for a satisfactory maintenance of this source of wealth. The total catch of marine food fish in the New England States and Maritime Provinces was valued, in the hands of the fishermen, at upwards of \$20,000,000.

In the preparation of this report we have examined the stomach contents of more than 674 dogfish which have been freshly caught. In most cases the stomach was filled with finely comminuted fish, apparently of valuable market species or of bait, and with nothing else except in two cases.

The word "exterminate" has been misused in ordinary discussions of the dogfish problem. Extermination is impracticable, even if not impossible. The only aim can be to limit the rate of increase by catching the greatest possible number of individuals, especially of the adults. Conditions must be developed which should make it for the immediate pecuniary advantage of the fishermen to market every dogfish, both large and small, which can be caught; thus the fishermen may be induced to work for the advantage of their successors. The present and future public which will benefit most should pay the expense, just as today the public pays the expense of dogfish to fishing gear.

The facts indicate that the dogfish as a species is actually increasing in numbers; and until some natural or artificial check upon its increase arises, the damage done to the wealth-producing capacity of the North Atlantic will extend rather than lessen.

The causes of these increased numbers of dogfish are difficult to ascertain. There appears no very obvious diminution in the numbers of the enemies of the dogfish. They are not known to be subject to any special epidemics, as are many other fish. Their capture has been even avoided to the utmost possible extent. It is a general practice to seek new fishing grounds when the dogfish strike. Thus the dogfish has been practically immune from capture. Other species have in many cases decreased in numbers. In no other case which the writer now recalls has there been a marked and certain increase. The dogfish, thus freed from a part of the competition, and so much better able to secure food, has multiplied in all sections of its range. The fishermen are largely responsible for this, though chiefly on account of the absence of knowledge and experience with such problems.

Of all the suggestions made for checking the incursions of dogfish, the one which offers most advantageous features to all parties concerned,—to the public, which now pays a higher price for fish than would be otherwise necessary; to the fishermen, who now lose much time and suffer annoyance and damage from the voracity of the dogfish; to the capitalists, who find the interest on their investments cut by the loss of gear and time,—is the development of an economic demand for dogfish. A bounty of a fixed sum for each dogfish destroyed, paid either directly to the fishermen, or, what would practically amount to the same thing, a subsidy or "protection" (protective tariff) to every industry based upon economic utilization of the dogfish or dogfish products.

There is another phase, and perhaps the most important asset in the dogfish problem, viz., its availability as a cheap and wholesome

food. From personal experience we can give testimony to its satisfactory taste, lack of odor or "strength," and its consistency when cooked or canned. It has, when canned, a distinctly obvious lobster flavor, together with a certain salmon impression, so that from the taste it can best be compared to a mixture of canned lobster and canned salmon. When cut into steaks and fried, it closely resembles halibut. Its freedom from bone makes it especially safe as a food for children or for aged persons.

There would appear to be unlimited possibilities for developing a business in specially prepared brands of food, wherein the dogfish may be combined with rice, potatoes, etc., making "canned fish balls, all ready to fry," etc., after the manner of "fish cheese" now being much used in Newfoundland and Nova Scotia. The inferior cuts of meat can be converted into a food for growing poultry, pigs, etc. Objection may be raised to the fact that fish food may tend to affect the taste of meat when marketed. This is true of other foods besides fish, but it can be obviated by the proper method of feeding. On the coast of Nova Scotia dogfish are dried and fed to

horses. "One every three days brightens the coat."

It does not seem probable that in New England and the Middle Atlantic states any favorable market can be developed for dogfish as food; and no encouragement should be given to put dogfish on the market under the name of halibut or other staple fish, or under any misnomer whatever. The supply of staple fresh fish is at present abundant, adequate, and satisfactorily cheap in price.

There are in Massachusetts few canneries where the fish might be utilized; though in the states to the south of us dogfish might be canned when cysters, etc., were not available for the canneries. In this section the demand rather points towards currying oil, poultry, food and fertilizer; and the logical plan would appear to be the development of some economical method of making the catching and sale of both large and small dogfish sufficiently remunerative to induce the fishermen to bring in the dogfish along with the cod, haddock, pollock, mackerel and other valuable fish.

In closing, renewed emphasis should be laid upon the importance of devising and putting into practical operation some plan whereby the fishermen may receive proper remuneration for the time, labor and capital necessary to bring the dogfish ashore, where the bodies may be made of economic value, thus, by killing, to check the increase of this destructive fish, which is rapidly becoming an additional "white man's burden."

Whatever system may be adopted for controlling this evil cannot be expected to exterminate the dogfish. Yet, if the problem is thoroughly canvassed in all its details and wisely worked out, unquestioned economic value can be attained at a cost merely trifling, when ranged alongside the accruing benefits.

From the wide distribution of the dogfish and its migratory habits, a union of efforts along similar lines will be most advantageous; thus with our Northern neighbors, Canada and Newfoundland, we have reciprocal interests in this matter, even if we have no treaties of reciprocity. The type of continental free trade carried on by the dogfish race is immensely prejudicial to the productive economic capacity of the ocean and must be controlled by as rigorous efforts as are applied to terrestrial pests.

The information which we have secured in the preparation of this report compels us to range ourselves with those who are of the opinion that these matters demand national consideration. The actual amount of damage done to the Massachusetts fisheries is a serious handicap to the prosperity of an industry which is a great source of national wealth, and the nursery of our national navy. Similar conditions obtain in Newfoundland, Canada and Great Britain and are of sufficient im-

portance to warrant an international commission, which may determine upon a concert of effort to control this economic plague.

Finally, we call renewed attention to the following facts:

The annual damage by dogfish to marketable fish and fishing gear owned in Massachusetts is not less than \$400,000.

This damage falls directly upon the fishing industry, but indirectly and ultimately upon the purchasing public.

The inroads of the dogfish upon the profits of the fishermen have at present a decided tendency to drive capable men from our maritime industries. If this continues, the difficulty of securing men for the navy will be greatly augmented. (Massachusetts now furnishes more men than any other state except New York.)

The theory and practice of subsidies and protection to "infant industries" is prominent in the development of these United States. Our fishing industry is today sorely in need of a small degree of protection, through a subsidy, bounty or other governmental assistance, whereby an industry may be established which shall make the capture of dogfish as profitable as is the capture of the staple market fish.

ANTIQUITY OF FISHING.

The Art of Angling Is as Old as the Human Race.

The art of angling no doubt had its origin in man's necessities. The earliest record of mankind makes reference to the taking of fish for food. There are frequent allusions to it in the Bible. Job, in the oldest book of all, says: "Canst thou draw out a leviathan with a hook or his tongue with a cord which thou lettest down? Canst thou put a hook in his nose?" Homer, in the "Iliad," speaks of fishing in these lines:

As bearing death in the fallacious bait,
From the bent angle sinks the leaden weight.

And it is recorded in the "Odyssey":

As when the angler, his long rod in hand,
On a projecting rock assumes his stand,
Casts to the fiery fry the baited snare,
Then flings the wriggling captives in the air.

The Romans, Greeks and other races of early days around the Mediterranean practiced the art of angling. Plutarch tells of a prank played by the fair Egyptian, Cleopatra, while out fishing with Antony. "They wagered on their angling, and her divers did hang a salt fish on his hook, which he with fervor drew up."

The ruined walls of Heracleum and Pompeii abound in frescoes of fishermen. All along the track of history are found traces of this gentle recreation, showing the gradual improvement from the hook of bone and rude equipment of the cave man to the elegant accessories and belongings of the modern angler.

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\$45,000 BAIT COMPANY.

New Concern Incorporated Under Laws of Maine.

The Sheepscot River Trap and Bait Company is the title of a new concern incorporated under the laws of Maine to carry on a general fish and trap business. The capital stock is \$45,000, par value \$10 each. The officers are as follows: President, Capt. Eben T. Lewis; clerk, Will T. Marr; directors, Capt. Eben T. Lewis, Capt. Benj. H. Spurling, J. S. Seavey, Hardy McKown, L. A. Danton, M. A. Perkins, W. M. Sawyer, W. T. Marr and W. T. Holton. The plant will be at Boothbay Harbor, and promises to be one of the largest business enterprises in that section.